

COUNTRY Germany (Soviet Zone) REPORT NO. 25X1

TOPIC Werneuchen Airfield

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EVALUATION PLACE OBTAINED DATE OF CONTENT 25X1DATE OBTAINED DATE PREPARED 12 September 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

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1. Extensive construction work was observed at Werneuchen airfield on 23 July 1951. A runway extending from the western edge of the landing field, toward the east to a point about 300 meters beyond the Hirschfelde-Wegendorf road, was under construction. The runway, which had an asphalt surface on a concrete layer, was to have a total length of about 3,000 meters and a width of about 70 meters. About 1,500 workers were observed. Soviet soldiers wearing black epaulets handled the levelling machines. It appeared that the construction work was being done in several shifts. The work was being done by the Bauunion Firm in Brandenburg. (1)
2. About 2,000 cubic meters of crushed stones, gravel, and cement were stored in the northwestern corner of the field. The construction materials arrived at the field by rail and were distributed by dump cars which were loaded by means of cranes and four loading funnels. Steam locomotives and individual diesel locomotives were used for the 80 dump cars. The narrow-gauge field railroad track led from the northwestern corner of the field along the runway to a point near the Hirschfelde-Wegendorf road. Most of the laborers were working on the eastern edge of the field. Earth was removed along the Hirschfelde-Wegendorf road by means of seven grading machines and an excavator, and then transferred to the western corner of the field. The construction site was 20 to 25 meters above the landing field. The future boundary of the landing field east of the Hirschfelde-Wegendorf road was marked by poles. Except for the eastern boundary, the entire landing field was surrounded by poles fitted with lamps. (2) Excavation work was also being done at the western end of the landing field, on both sides of and along the track of the future runway. Leveling machines, excavators, and a crane were being utilized. At the western end of the field, work was being done as far as a point about 60 meters from the eastern edge of Werneuchen. A stretch of the runway, about 1 km long, had been completed in the middle of the landing field.
3. No aircraft were observed at the field. All the hangars were closed. The former quarters of the flying personnel were surrounded by a board fence. Soviet military motor vehicles, were seen at the construction sites.

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Document No. 5

No Change In Class. ☐☐ Declassified

Class. Changed To: TS, S, C

82-00457R008800230005-9

Date: 29 AUG 1978

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- 25X1 [] 4. Between 2 and 13 July, 2,850 workers, 18 steam locomotives, 16 diesel locomotives, 5 rollers, 26 electric rammers, 5 dredgers, 3 large concrete mixers, and 2 others which were kept in reserve, in addition to 22 to 25 km of narrow-gauge field railroad trackage, were used for the construction of the runway. By the evening of 13 July, 71,500 square meters had been concreted. (3) A restricted area, 400 meters long and running along the western edge of the field, was being leveled by about 120 Soviet Air Force soldiers. After 12 July, work was to be done in 2 shifts every day, including Sundays.
5. From 16 to 20 July, 2,850 construction workers were employed. The previously available five excavators were increased to seven. The Soviet detail worked on the restricted area east of the field. Work was also being done on three of the four auxiliary roads leading from west to east. (4) Concreting was to begin the following week. The western zone was 90 percent completed. All the hangars were closed and work on aircraft was not observed. Security measures at the hangars had been tightened.
6. On 16 July, the field was visited by a construction staff from Werdor including Colonel Kanatovski (fnu), and Lieutenant Colonel Postnikov (fnu). The Soviets demanded from the German construction superintendent that the target date fixed for the completion of the construction work be kept, and that the work be performed with the utmost care since the field was to be used for special purposes. The Russians said that the runway had to be adequate for an axle pressure of 90 tons.
7. On 20 July the field was inspected again by Colonel Kanatovski. Trucks [] were again seen. Between 23 and 27 July, 2,850 workers continued to be employed. An additional two steam and four diesel engines were observed. A total of 107,000 square meters, representing more than one third of the entire runway area, was concreted. (5) The drainage pipes running along the railroad line and intersecting the restricted areas will be provided with a 15-cm concrete bottom topped by a 3-cm layer formed by a mixture of fine gravel and cement. All cement pipes laid in the restricted area were reinforced. A construction drawing showing the set-up of the manholes was obtained.
8. On 25 July, eight aircraft were observed in front of hangar 3. (6) An interpreter said that an MVD station was being established in the barracks. Two majors wearing golden epauletts and green ribbons around their caps were seen every day at the construction site.
9. During the period from 30 July to 3 August, construction work continued as previously observed. An area of 119,000 meters was concreted. (7) The progress of the construction work was delayed by the breakdown of a large concrete mixer and by the lack of cement. On 31 July, 40 gondola cars with cement arrived. A 19 cm layer of cement was damaged by rain.
10. On 3 August, Major Stoltsov (fnu) inspected the construction site. Major Kolayev (fnu) supervised the construction work at the field. He had requested that the date for the completion of the construction work be extended to 1 October 1951. (8) Between 30 July and 3 August, the hangars of the field were closed. On some days of the week individual MiG-15s flew over the field [] 25X1
- 25X1 [] 11. According to construction workers, the runway was to be completed by 1 September 1951. In order to make this possible an additional 2,000 to 3,000 workers were to be employed. Rooms were rented in Weesow and Hirschfelde for the quartering of the new workers. A newly arrived detail of about 50 workers was observed on 30 July.
12. Concrete aprons 10 to 50 meters wide were observed in front of the hangars. The fuel tank installations of the former German Air Force were still available

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in front of the third hangar. The armorer artificer's shop which was partly destroyed was not in use. The repair hangar was completely dismantled.

13. During the period from 31 July to 6 August, the field was unoccupied. The hangars were closed. There was no change in the strength of the personnel and the quantities of bread delivered to the field. Trucks [redacted] 25X1
[redacted] were seen near the field. From 4,000 to 5,000 laborers of the Baunions Firm were stationed at the field. The construction work was being accelerated. At the western end of the runway a stretch of about 600 meters was concreted. Drainage pipes were laid about 200 meters from the runway. North of the runway the drainage ditch was excavated about 150 meters in length. The railroad bed of the new spur track, which was 8 to 10 meters wide, was completed about 50 meters south of hangar 1. The tractors employed at the field were fitted with shovels on the front and with a kind of snow plow on the rear. New workers arrive at the field daily. Almost all the rooms of the inns in Kirschfelde and Weesow were occupied.

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[redacted] Comments.

- (1) This information confirms the improvement of Werneuchen airfield and the construction of a surfaced runway. However, it is not quite correct because the runway has a concrete surface not an asphalt one. It will be 2,500 meters long.
- (2) The observation of lamps at the construction site indicates that work is also going to be done at night if necessary.
- (3) Since the runway is 80 meters wide a length of 895 meters was therefore concreted.
- (4) The term auxiliary roads presumably refers to the four short taxiways which lead from the runway to the landing field.
- (5) An area of 107,000 square meters corresponds to a stretch of 1,340 meters of the runway. This indicates that about 450 meters of the runway were concreted within two weeks.
- (6) According to available information, Pe-2s are in the hangars. The aircraft formerly belonged to the bomber regiments in Juelarhog and Oranienburg before these were re-equipped with aircraft of type 27.
- (7) During the week from 27 July to 3 August, 150 meters of the runway were completed.
- (8) The completion date for the runway was previously set for 5 September 1951. This target cannot be kept because of the rate of work. Therefore, it appears probable that the target for the completion of the work has been extended.

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